

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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No revision activity since Disc 22-2010

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport EBOS

General Info

Ostend-Brugge, BEL

N 51° 11.9' E 02° 51.7' Mag Var: 2.2°W

Elevation: 13'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: 100LL, Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+1:00 uses DST

Runway Info

Runway 08-26 10499' x 148' asphalt

Runway 08 (78.0°M) TDZE 16'

Lights: Edge, ALS, Centerline, TDZ

Displaced Threshold Distance 984'

Runway 26 (258.0°M) TDZE 13'

Lights: Edge, ALS, Centerline, TDZ

Displaced Threshold Distance 1362'

Communications InfoATIS **136.1**Ostend Tower **127.325** SecondaryOstend Tower **118.175**Ostend Tower **234.25** MilitaryOstend Ground Control **127.325** SecondaryOstend Ground Control **121.975**Ostend Approach Control **127.325** SecondaryOstend Approach Control **120.6**Ostend Approach Control **234.25** Military**Notebook Info**

EBOS/OST
OSTEND

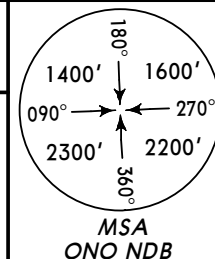
19 SEP 08

10-2

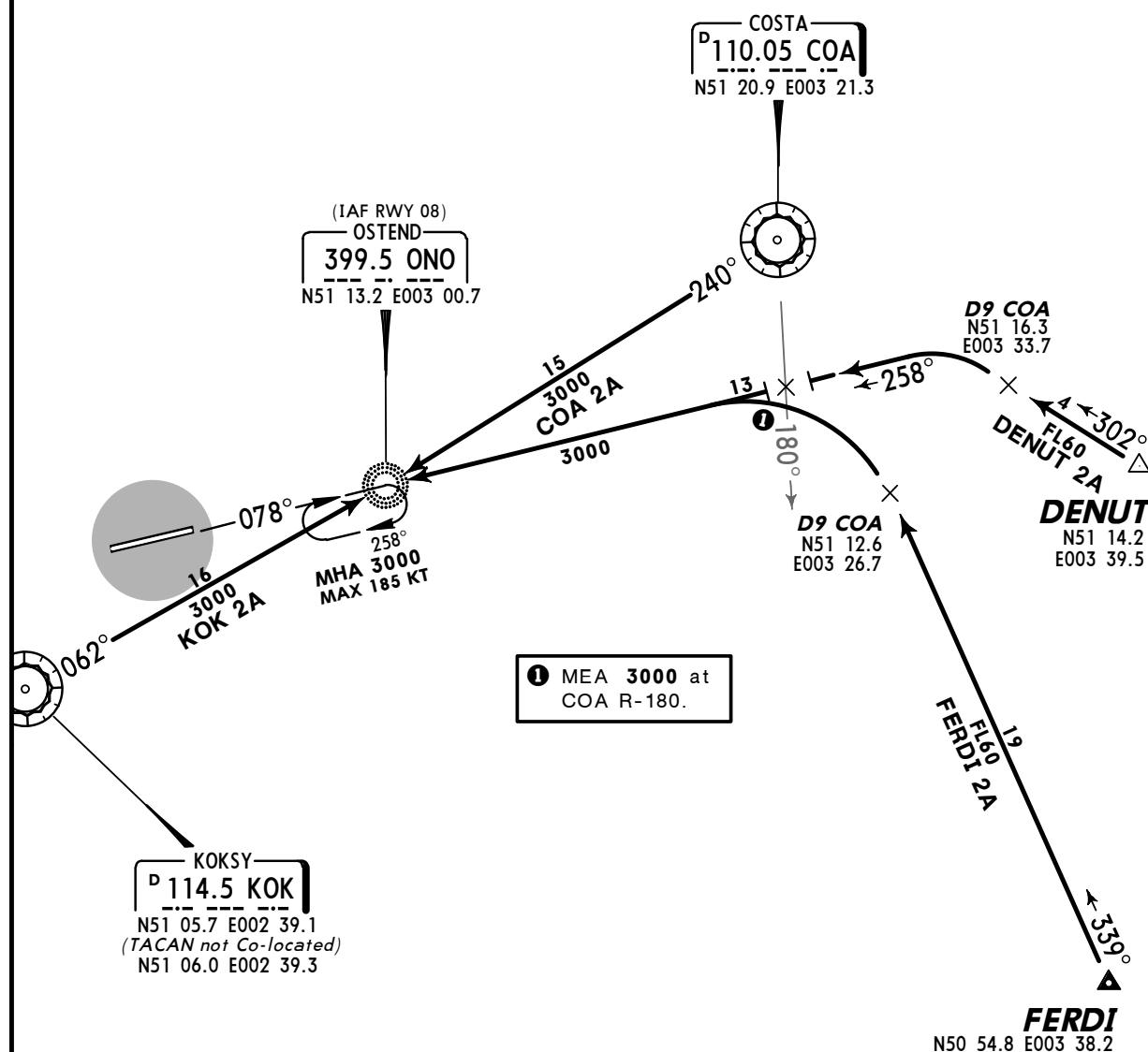
Eff 25 Sep**STAR**D-ATIS
136.1

Apt Elev
13'

Alt Set: hPa
Trans level: By ATC Trans alt: 4500'

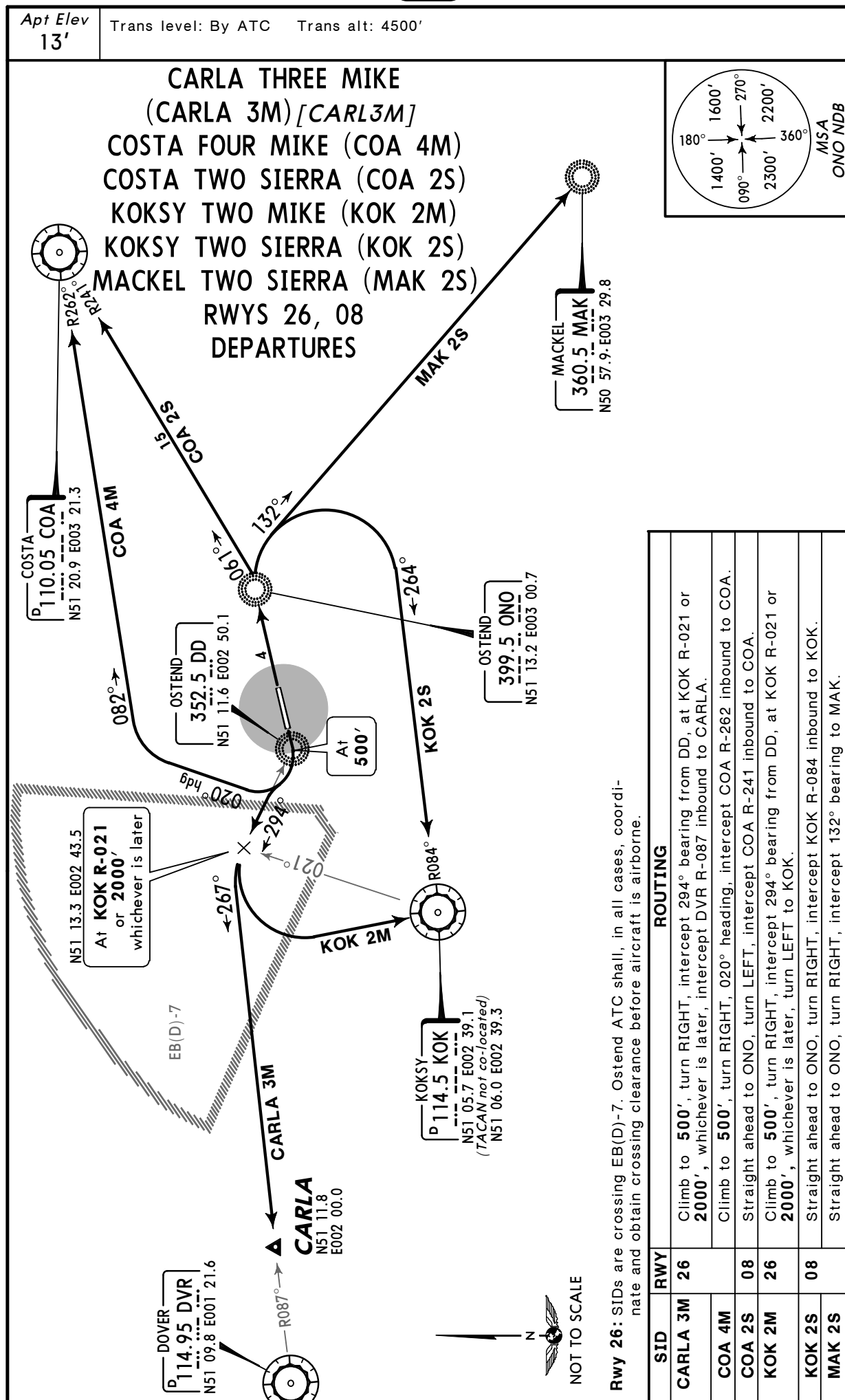


COSTA TWO ALFA (COA 2A)
DENUT TWO ALFA (DENUT 2A) [DENU2A]
FERDI TWO ALFA (FERDI 2A) [FERD2A]
KOKSY TWO ALFA (KOK 2A)
RWYS 08, 26 ARRIVALS



EBOS/OST
OSTEND

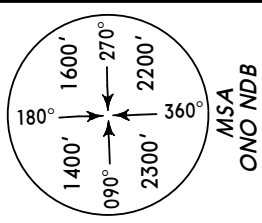
JEPPESSEN OSTEND-BRUGGE, BELGIUM
19 SEP 08 **10-3** **Eff 25 Sep** **SID**



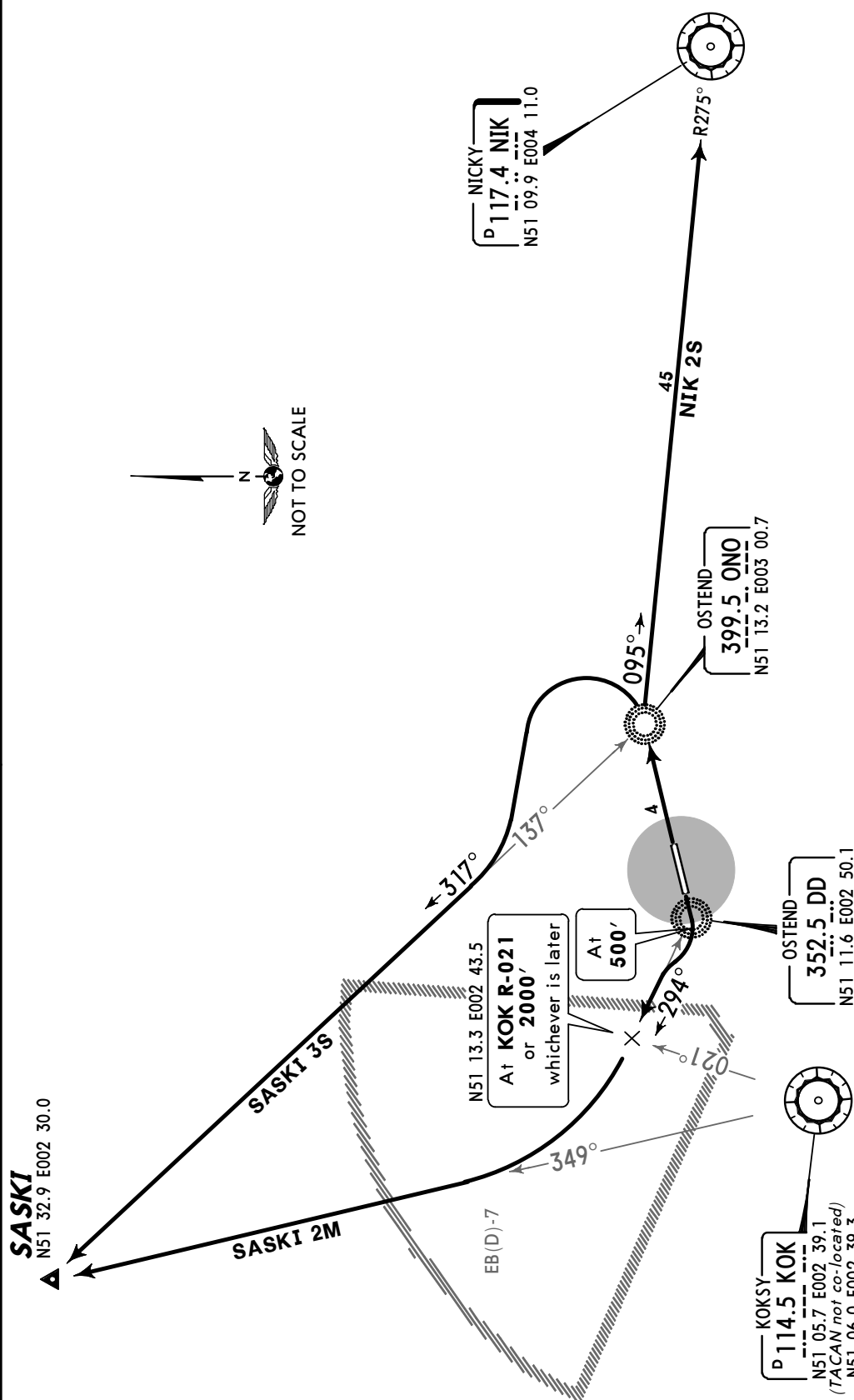
EBOS/OST
OSTEND

JEPPESSEN OSTEND-BRUGGE, BELGIUM
 19 SEP 08 **(10-3A)** **Eff 25 Sep** **SID**

Apt Elev **13'** Trans level: By ATC Trans alt: 4500'



NICKY TWO SIERRA (NIK 2S)
SASKI TWO MIKE (SASKI 2M) [SASK2M]
SASKI THREE SIERRA (SASKI 3S) [SASK3S]
RWYS 08, 26 DEPARTURES



Rwy 26
 SIDs are crossing EB(D)-7. Ostend ATC shall, in all cases, coordinate and obtain crossing clearance before aircraft is airborne.

ROUTING	
SID	RWY
NIK 2S	08
SASKI 2M	26
SASKI 2S	08

EBOS/OST
OSTEND**JEPPESEN OSTEND-BRUGGE, BELGIUM**
6 APR 07 **10-4** **Eff 12 Apr** **NOISE****NOISE ABATEMENT****SUMMER: LT minus 2 HOURS = UTC(Z)**
WINTER: LT minus 1 HOUR = UTC(Z)**GENERAL**

Aircraft operating to or from Ostend-Brugge airport must be noise certificated according to ICAO Annex 16.

ARRIVALS

Noise abatement descent and approach procedures utilizing continuous descent and reduced power/reduced drag techniques should be used by all aircraft when operating conditions are as follows:

- ILS available
- runway clear and dry
- visibility higher than 1900m, ceiling higher than 520'
- cross-wind component, including gusts, lower than 15 KT
- tail-wind component, including gusts, lower than 5 KT
- no adverse weather conditions that may affect the approach (such as reported or forecasted wind shears or thunderstorms).

Pilot-in-command of a turbo-jet aircraft shall use, as a final flap setting, the minimum certificated landing flap setting set forth in the approved Aircraft Flight Manual for the applicable conditions. However, each pilot-in-command has the final authority and responsibility for the safe operation of his aircraft and may use a different flap setting approved for that aircraft if he determines that it is necessary in the interest of safety. Aircraft performing an ILS approach shall not intercept the glide path below 2000' nor fly thereafter below the corresponding glide path.

Aircraft making a SRA without assistance from the ILS shall not descend below 2000' before reaching the distance from touchdown of 6 NM nor fly thereafter below a descent path corresponding to a glide slope of 3°.

Aircraft making a visual approach without assistance from the ILS or radar shall not descend below 1500' before intercepting the approach slope of the PAPI nor fly thereafter below this approach slope.

DEPARTURES

Noise abatement take-off and climb procedures applicable for all SIDs.

Turbo-jet aircraft

Take-off to 1500'	Take-off power. Take-off flaps. Climb at $V_2 + 10$ KT to 20 KT (or as limited by body angle).
At 1500'	Reduce thrust to not less than climb thrust.
1500'-3000'	Climb at $V_2 + 10$ KT to 20 KT.
At 3000'	Accelerate smoothly to enroute climb speed with flap retraction.

Propeller aircraft

Take-off to 1000'	Take-off power. Climb at a maximum gradient compatible with safety. Speed not less than single engine climb speed nor higher than best rate of climb speed.
At 1000'	Reduce power to the maximum normal operating power, if this power has been used for showing compliance with the noise certification requirements or to the maximum climb power.
1000'-3000'	Climb at the maximum gradient with reduced power, maintaining constant speed.
Above 3000'	Accelerate smoothly to enroute climb speed.

EBOS/OST
OSTEND**JEPPESEN** **OSTEND-BRUGGE, BELGIUM**
6 APR 07 **(10-4A)** **Eff 12 Apr** **NOISE**

NOISE ABATEMENT

LOCAL FLYING RESTRICTIONS**Noise Quota System between 2300-0600LT**

Aircraft certified according to the standards of ICAO Annex 16, Chapter 3 or 5 should contact airport authority prior flight.

REVERSE THRUST

Except for safety reasons, reverse thrust or reverse pitch propellers other than idle thrust or power shall not be used.

RUN-UP TESTS

Idle thrust engine test runs in the open air and without silencers must be restricted to the very minimum. A prior permission from the airport inspection is required.

The airport management has the right to stop or restrict all ongoing manoeuvres in the event of the airport regulations being violated or circumstances arising that necessitate such decision.

Engine test runs in the open air and without silencers may only take place on the taxiway at holding bay 08 or 26 (depending on the wind direction) and only between 0700-2300LT on the condition that a previous authorization was obtained from the airport inspection:

Tel: ++ 32 (0) 59 55 12 02 or

++ 32 (0) 59 55 14 02.

AUXILIARY POWER UNITS (APUs)

Airlines must be aware of the potential noise impact on the local community, caused by APU use, especially during the night period from 2300-0600LT.

The APU must be shut down at the earliest opportunity on arrival on stand.

The APU must only be restarted when essential aircraft checks or cabin conditions so demand before the planned departure.

The APU must not be left running without a qualified person in attendance at the aircraft. Exceptions on this procedure can only be allowed by the Airport Inspection, on justified request. No exceptions shall be allowed during the night period from 2300-0600LT, except for safety reasons.

Airport Inspection shall monitor all apron areas at night and note all incidents of APU use.

EBOS/OST

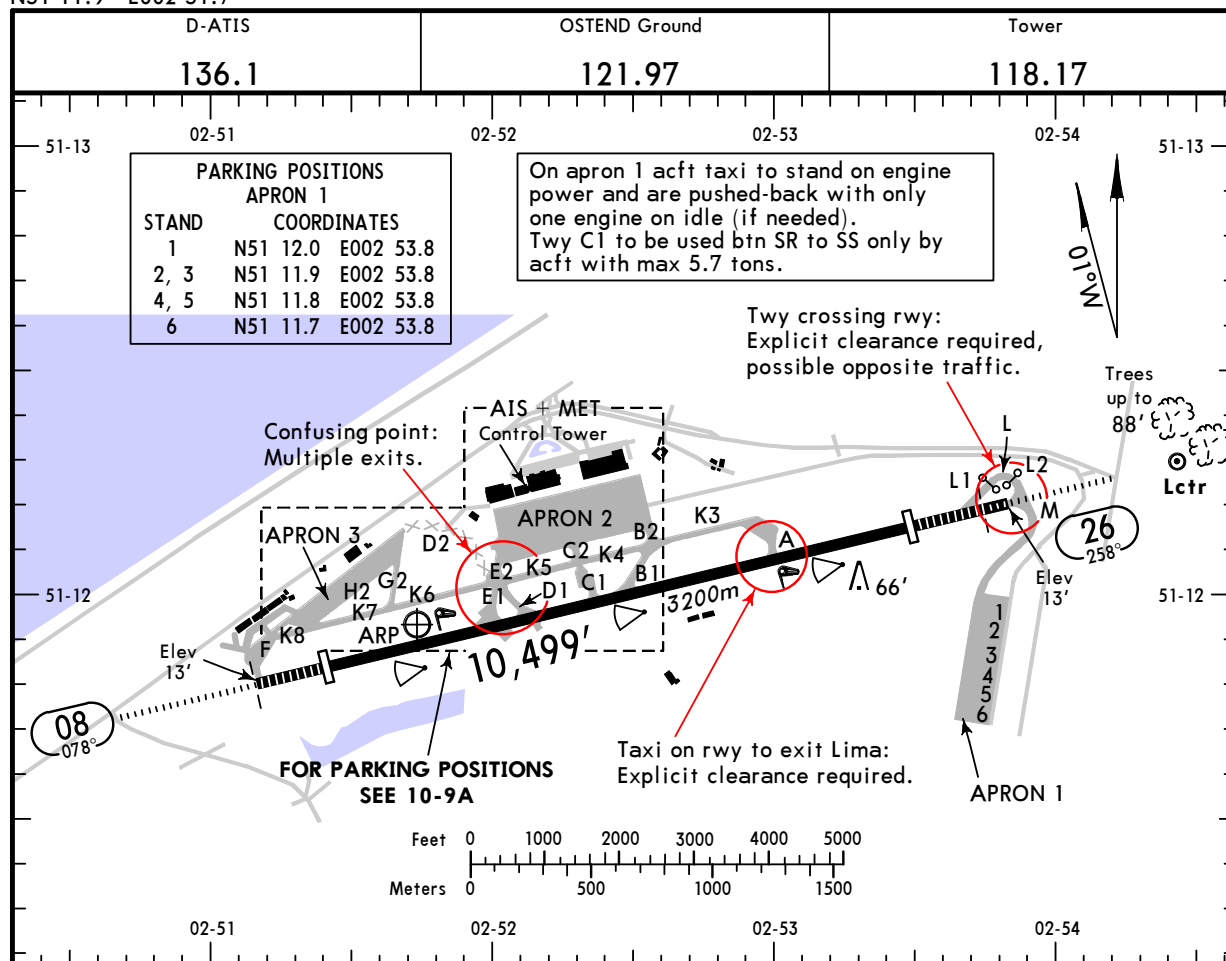
Apt Elev **13'**
N51 11.9 E002 51.7



JEPPESSEN OSTEND-BRUGGE, BELGIUM

1 OCT 10 **(10-9)**

OSTEND



ADDITIONAL RUNWAY INFORMATION

RWY						USABLE LENGTHS		TAKE-OFF	WIDTH
						Threshold	Glide Slope		
08	26	HIRL (30m) CL (15m)	HIALS	TDZ	PAPI-L ① RVR	9515' 2900m	8507' 2593m	②	148'
						9137' 2785m	8103' 2470m		45m

① (angle 3.0°, MEHT 13')

② Intersection take-off by ATC. Pilots unable to accept should advise ATC duly in advance.

RWY 08:

From rwy head 10,499' (3200m)
twy C1 int 5777' (1761m)

RWY 26:

From rwy head 10,499' (3200m)
twy A int 7146' (2178m)
twy C1 int 4718' (1438m)

LOW VISIBILITY PROCEDURES (LVP)

The preparation phase will start when visibility falls below 800m, the operational phase will start when visibility falls to 600m.

Pilots will be informed by ATC about application or cancellation of LVP.

Acft will be guided by "Follow-me" car from rwy exit to acft stand or from acft stand to rwy holding position.

Acft on departure can only leave apron after take-off of preceding.

Landing acft should leave the ILS sensitive area as soon as possible and report "runway vacated".

In order to provide adequate protection of the ILS system, no acft shall infringe the ILS sensitive area when:

- an arriving acft is within 2 NM from touchdown and has not completed its landing run.
- a departing acft has started its take-off run and is not yet airborne.

Standard

TAKE-OFF ①

	LVP must be in force				
	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	200m	200m	250m	400m	500m
B					
C					
D					

① Operators applying U.S. Ops Specs: CL required below 300m.

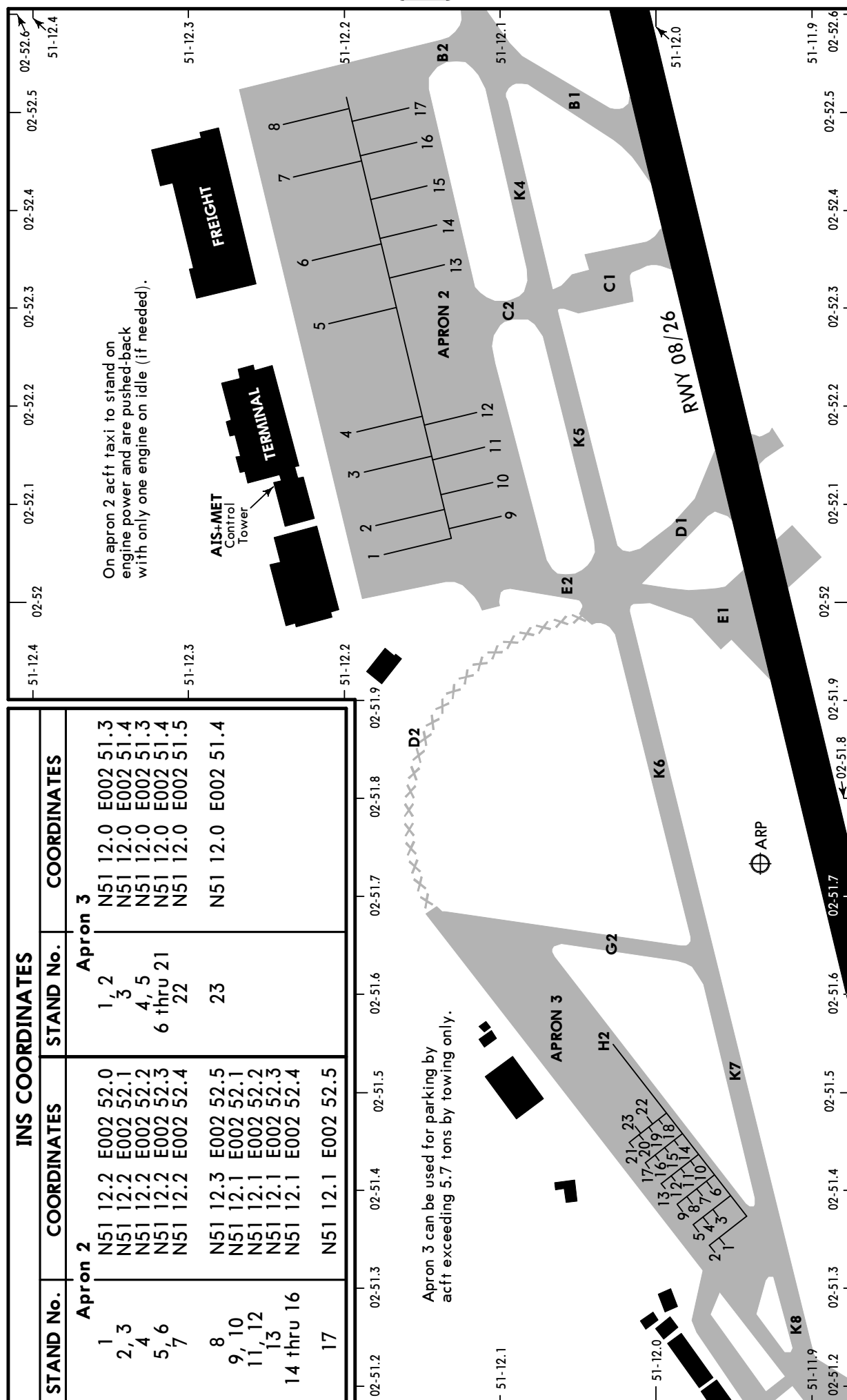
EBOS/OST

JEPPESEN OSTEND-BRUGGE, BELGIUM

1 OCT 10

(10-9A)

OSTEND



EBOS/OST **JEPPESEN****JAA MINIMUMS**

19 MAR 10

10-9X**OSTEND-BRUGGE, BELGIUM**
OSTEND

STRAIGHT-IN RWY		A	B	C	D
08	ILS	215' (200')	215' (200')	215' (200')	215' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	490' (475')	490' (475')	490' (475')	490' (475')
		R1000m	R1200m	R1200m	R1600m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	Lctr	490' (475')	490' (475')	490' (475')	490' (475')
		R1000m	R1200m	R1200m	R1600m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	SRA	500' (485')	500' (485')	500' (485')	500' (485')
		V3500m	V3500m	V3500m	V3500m
26	ILS	213' (200')	213' (200')	213' (200')	213' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC ❶	530' (517')	530' (517')	530' (517')	530' (517')
		R1000m	R1200m	R1200m	R1600m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	2 NDB	530' (517')	530' (517')	530' (517')	530' (517')
		R1000m	R1200m	R1200m	R1600m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	SRA	580' (567')	580' (567')	580' (567')	580' (567')
		V3500m	V3500m	V3500m	V3500m

❶ LMM out: NOT AUTHORIZED.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	520' (507') ❷	660' (647')	760' (747')	760' (747')
	V1900m ❸	V2800m ❸	V3700m	V4600m

❷ After LOC 26 and 2 NDB 26: MDA(H) 530' (517').

After SRA 26: MDA(H) 580' (567').

❸ After SRA 08/26: V3500m.

TAKE-OFF RWY 08, 26

LVP must be in force					
	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	200m	200m	250m	400m	500m
B					
C					
D		250m	300m		

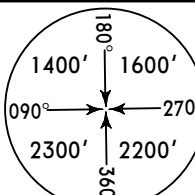
EBOS/OST OSTEND

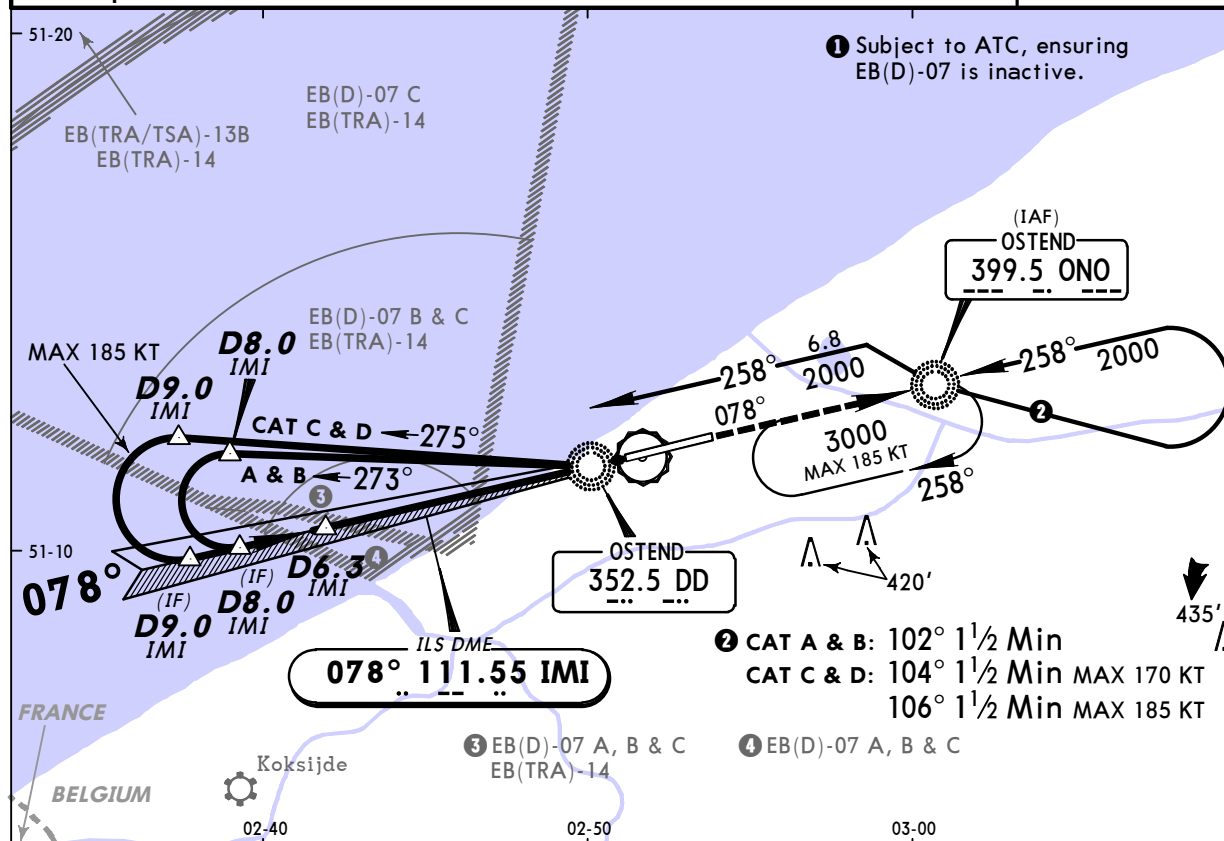
25 JUN 10 (11-1)

JEPPESSEN OSTEND-BRUGGE, BELGIUM

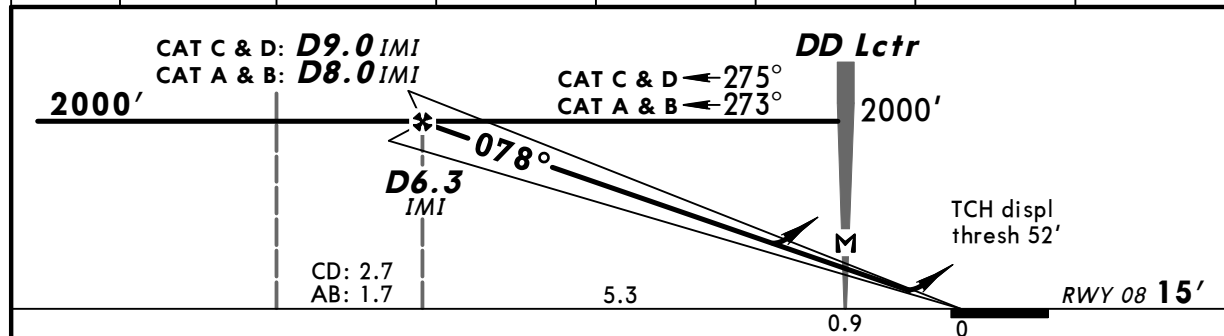
ILS or LOC Rwy 08

BRIEFING STRIP

D-ATIS		OSTEND Approach (R)		OSTEND Tower		Ground	
136.1		120.6		118.17		121.97	
LOC IMI 111.55	Final Apch Crs 078°	GS D6.3 IMI 2000' (1985')	ILS DA(H) 215' (200')	Apt Elev 13'			
MISSED APCH: Climb STRAIGHT AHEAD to ONO NDB to 2000'. Contact Ostend APPROACH.							
Alt Set: hPa DME required.	Rwy Elev: 1 hPa	Trans level: By ATC		Trans alt: 4500'			
					MSA ONO NDB		



LOC (GS out)	IMI DME	6.3	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	2000'	1600'	1280'	960'	650'	330'



Gnd speed-Kts	70	90	100	120	140	160		HIALS	2000'	ONO
ILS GS or LOC Descent angle 3.00°	377	484	538	646	753	861		PAPI	↑	399.5
MAP at DD Lctr										

STRAIGHT-IN LANDING RWY 08				CIRCLE-TO-LAND			
ILS		LOC (GS out)					
DA(H) 215' (200')		DA(H) 490' (475')					
FULL	Limited	ALS out		ALS out		Max Kts	MDA(H) VIS
A						100	520' (507') 1900m
B				RVR 1500m		135	660' (647') 2800m
C	RVR 550m	RVR 750m	RVR 1200m		CMV 2200m	180	760' (747') 3700m
D				RVR 1600m		205	760' (747') 4600m

PANS OPS 3

EBOS/OST OSTEND

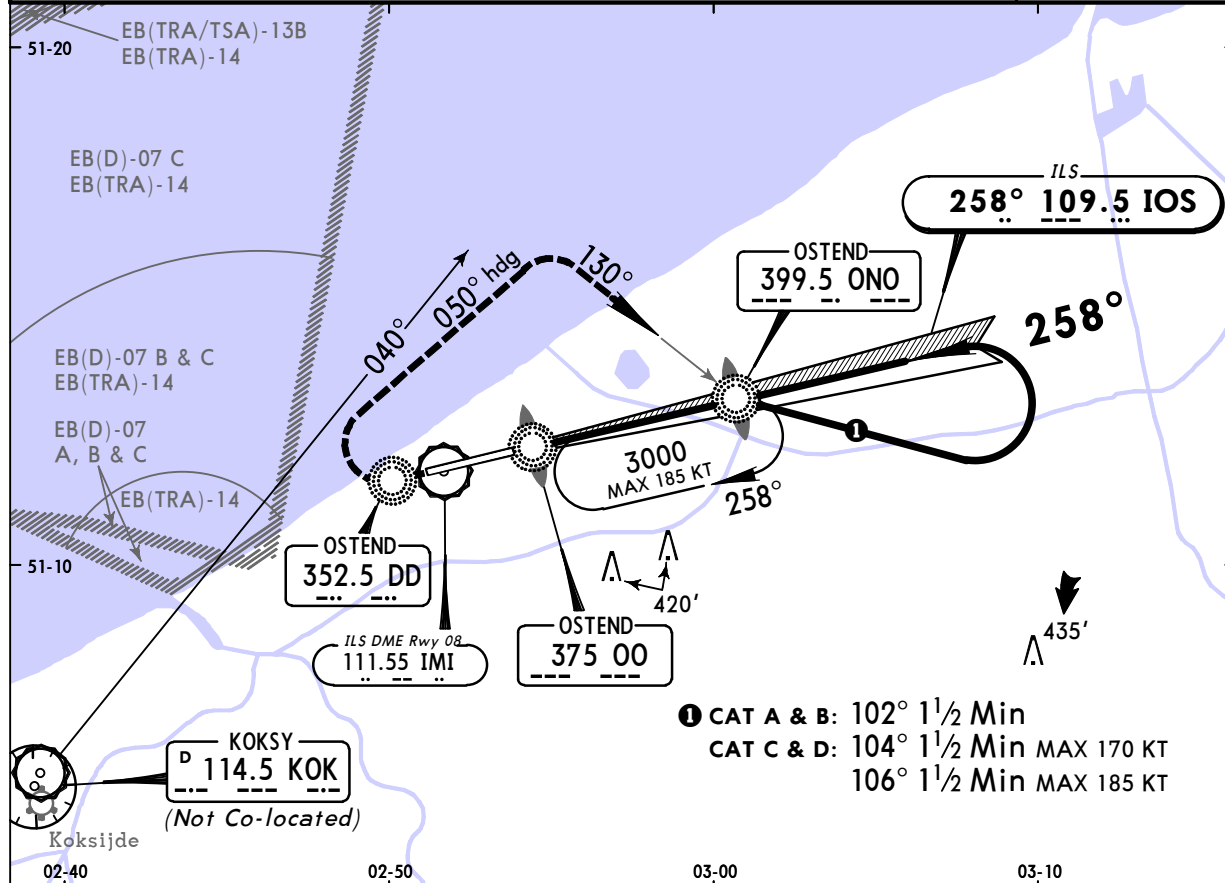
25 JUN 10

(11-2)

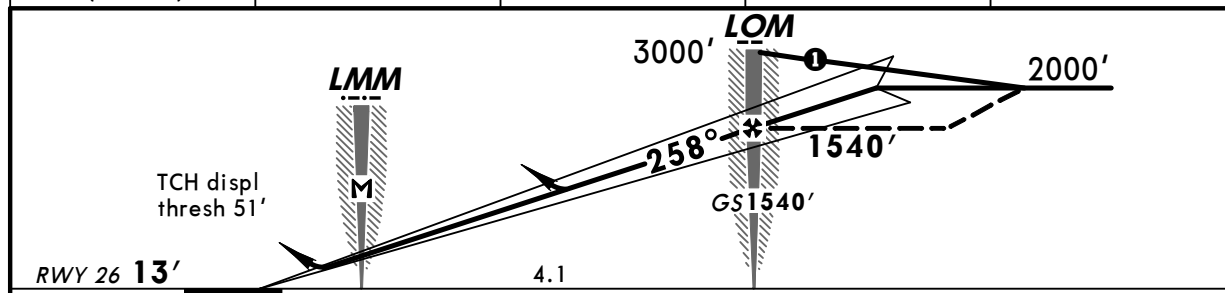
JEPPesen OSTEND-BRUGGE, BELGIUM ILS or LOC Rwy 26

BRIEFING STRIP

D-ATIS		OSTEND Approach (R)		OSTEND Tower		Ground	
136.1		120.6		118.17		121.97	
LOC IOS	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev	13'		
109.5	258°	1540' (1527')	213' (200')	RWY	13'		
MISSED APCH: Turn RIGHT (not later than DD Lctr) on heading 050° climbing to 3000'. Intercept 130° to ONO NDB. Proceed inbound to ONO NDB. Do not cross R-040 KOK VOR.							
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: By ATC		Trans alt: 4500'	
						MSA ONO NDB	



LOC (GS out)	IMI DME ALTITUDE	3.0	4.0	5.0
		650'	970'	1290'



Gnd speed-Kts	70	90	100	120	140	160	TO DISPLACED THRESHOLD	
ILS GS or LOC Descent angle 3.00°	377	484	538	646	753	861		Refer to Missed Apch above
MAP at LMM								

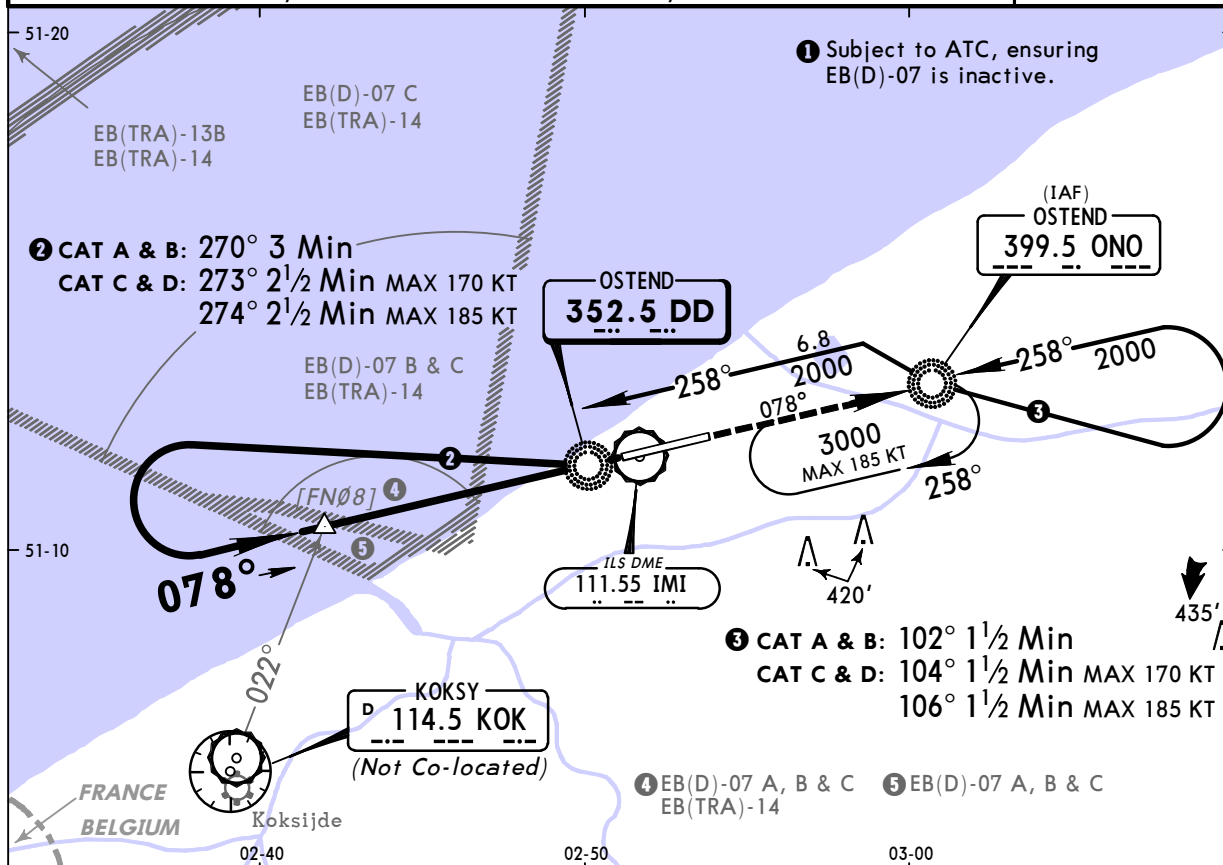
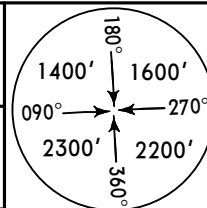
STRAIGHT-IN LANDING RWY 26				CIRCLE-TO-LAND		
ILS		LOC (GS out)				
DA(H) 213' (200')		DA(H) 530' (517')				
FULL	Limited	ALS out	ALS out	Max Kts	MDA(H)	VIS
A				100	530' (517')	1900m
B				135	660' (647')	2800m
C	RVR 550m	RVR 750m	RVR 1200m	180	760' (747')	3700m
D				205	760' (747')	4600m

EBOS/OST OSTEND

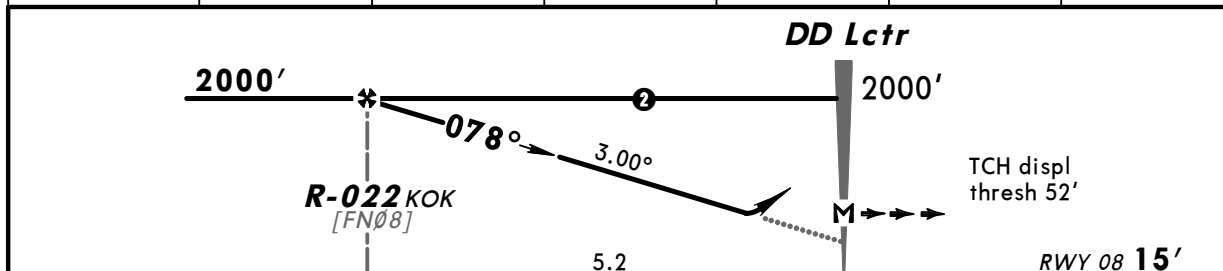
JEPPESEN OSTEND-BRUGGE, BELGIUM 25 JUN 10 (16-1) 1 Lctr Rwy 08

BRIEFING STRIP

D-ATIS	OSTEND Approach (R)		OSTEND Tower	Ground
136.1	120.6		118.17	121.97
Lctr DD 352.5	Final Apch Crs 078°	Minimum Alt R-022 KOK 2000' (1985')	DA(H) 490' (475')	Apt Elev 13' RWY 15'
MISSED APCH: Climb STRAIGHT AHEAD to ONO NDB to 2000'. Contact Ostend APPROACH.				
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: By ATC	Trans alt: 4500'	MSA ONO NDB



IMI DME	6.3	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2000'	1910'	1590'	1270'	950'	630'



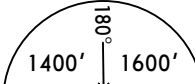
TO DISPLACED THRESHOLD							6.1	0.9		0
Gnd speed-Kts	70	90	100	120	140	160				

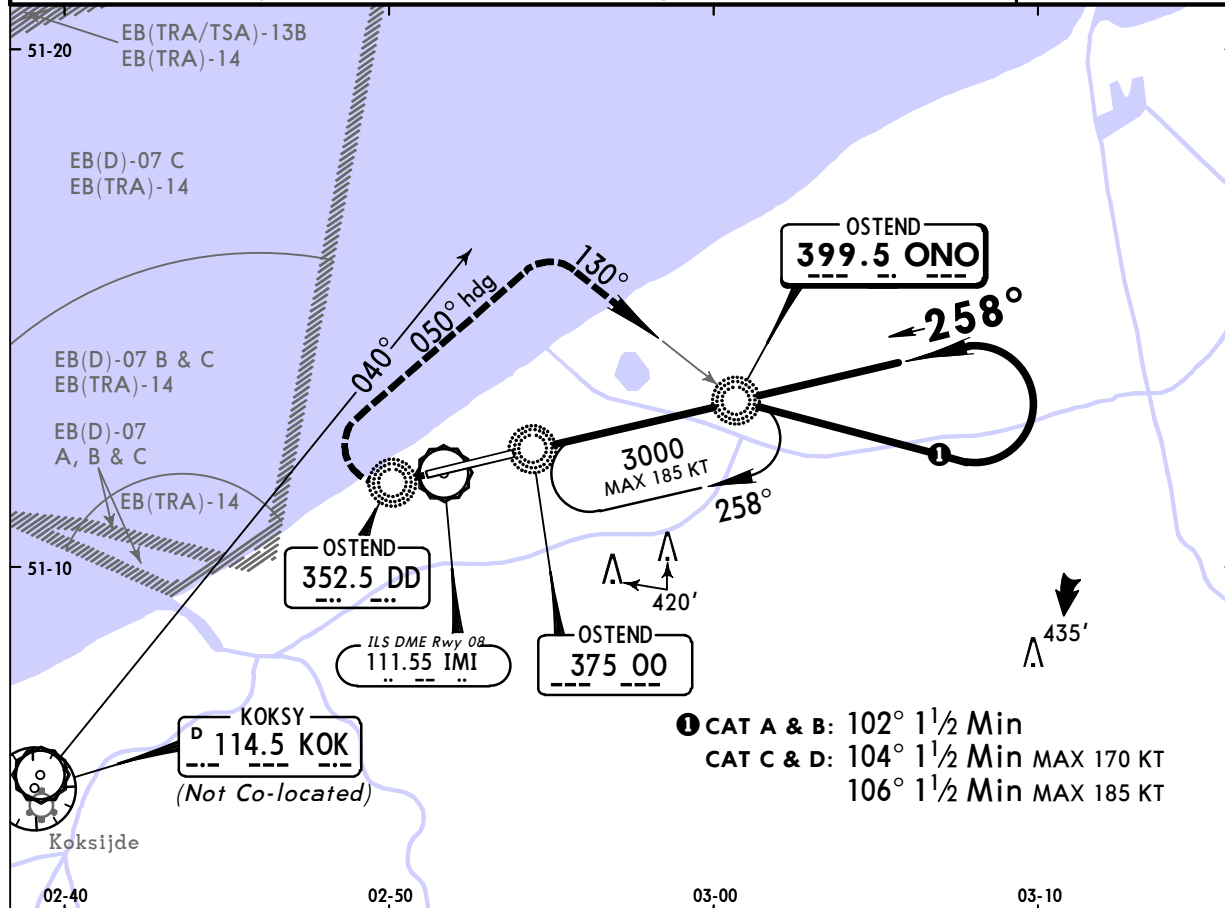
Standard STRAIGHT-IN LANDING RWY 08			CIRCLE-TO-LAND		
DA(H) 490' (475')			Max Kts	MDA(H)	VIS
ALS out			100	520' (507')	1900m
RVR 1500m			135	660' (647')	2800m
CMV 2200m			180	760' (747')	3700m
RVR 1600m			205	760' (747')	4600m

PANS OPS 3

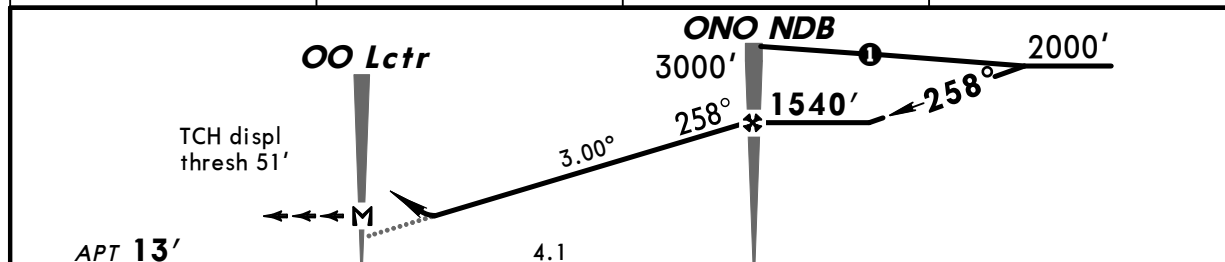
EBOS/OST
OSTENDJEPPESEN OSTEND-BRUGGE, BELGIUM
25 JUN 10 (16-2)
2 NDB Rwy 26

BRIEFING STRIP

D-ATIS		OSTEND Approach (R)		OSTEND Tower		Ground	
136.1		120.6		118.17		121.97	
NDB ONO 399.5	Final Apch Crs 258°	Minimum Alt ONO NDB 1540' (1527')	DA(H) 530' (517')	Apt Elev	13'		
MISSED APCH: Turn RIGHT (not later than DD Lctr) on heading 050° climbing to 3000'. Intercept 130° to ONO NDB. Proceed inbound to ONO NDB. Do not cross R-040 KOK VOR.							
Alt Set: hPa		Apt Elev: 0 hPa		Trans level: By ATC			
MSA ONO NDB							



IMI DME	3.0	4.0	5.0
ALTITUDE	650'	970'	1290'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	
Descent angle 3.00°	372	478	531	637	743	849	PAPI	Refer to Missed Apch above
MAP at OO Lctr								

Standard

STRAIGHT-IN LANDING RWY 26

CIRCLE-TO-LAND

DA(H) 530' (517')		ALS out		Max Kts	MDA(H)	VIS
RVR 1500m				100	530' (517')	1900m
				135	660' (647')	2800m
				180	760' (747')	3700m
				205	760' (747')	4600m
RVR 1600m		CMV 2400m				

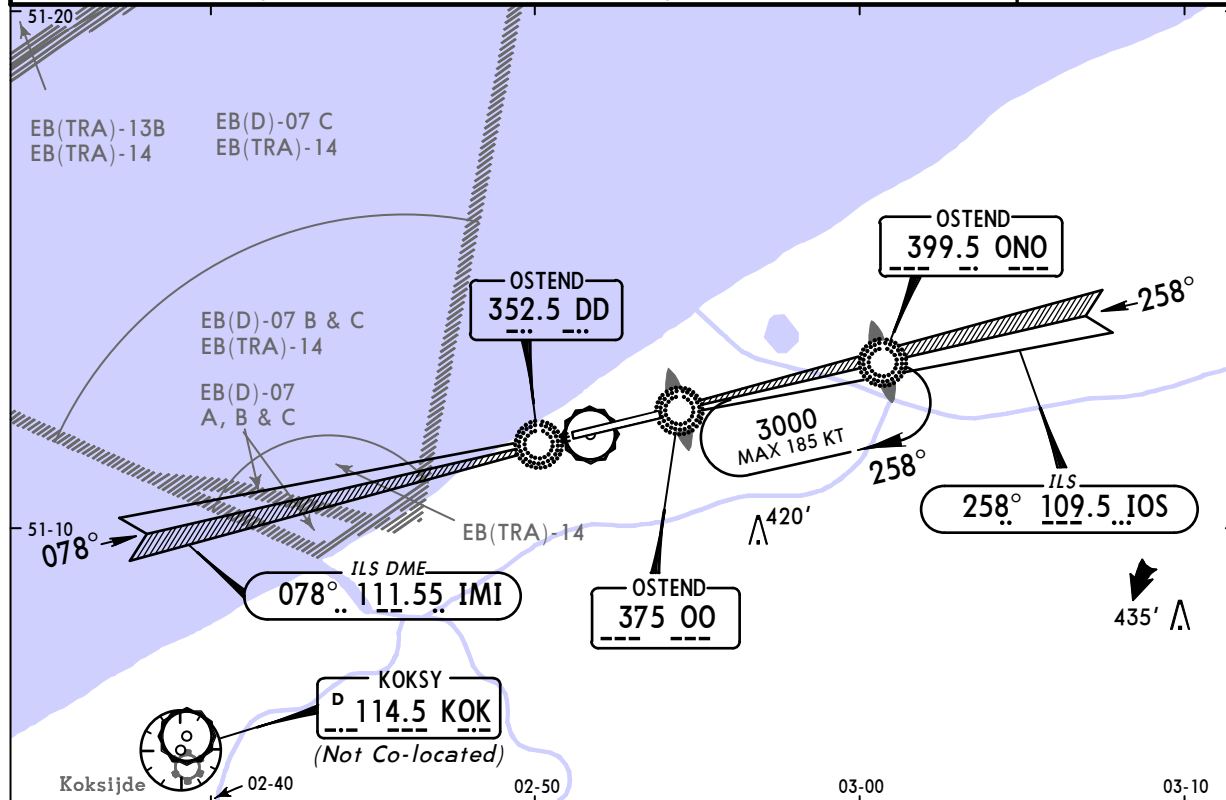
PANS OPS 3

EBOS/OST
OSTEND

JEPPESEN OSTEND-BRUGGE, BELGIUM
19 MAR 10 (18-1)
SRA Rwy 08, 26

BRIEFING STRIP

D-ATIS	OSTEND Approach (R)	*OSTEND Radar	OSTEND Tower	Ground	
136.1	120.6	120.6	118.17	121.97	
RADAR	Final Apch Crs By ATC	Minimum Alt No FAF	DA(H) Refer to Minimums	Apt Elev 13' RWY 08 15' RWY 26 13'	 MSA ONO NDB
Missed Approach-See below					
Alt Set: hPa	Apt Elev: 0 hPa	Trans level: By ATC	Trans alt: 4500'		



RWY 08	RADAR FIX	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	700'	1000'	1300'	1600'	2000'
RWY 26	RADAR FIX	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	700'	1000'	1300'	1600'	2000'

MISSED APCH:

Rwy 08: Climb STRAIGHT AHEAD to ONO NDB to 2000'. Contact Ostend APP.
Rwy 26: Turn RIGHT (not later than DD Lctr) on heading 050° climbing to 3000'. Intercept 130° to ONO NDB. Proceed inbound ONO NDB.
 Do not cross R-040 KOK VOR.

Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	Refer to Missed Apch above
Descent Angle 3.00°	372	478	531	637	743	849		
MAP 2 NM from threshold								

Standard		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
		SRA 08	SRA 26		
		DA(H) 500' (485')	DA(H) 580' (567')		
		ALS out	ALS out	Max Kts	MDA(H) VIS
A	VIS 3500m			100	520' (507') 3500m
B				135	660' (647') 3500m
C				180	760' (747') 3700m
D				205	760' (747') 4600m

I After SRA 26 apch: MDA(H) 580' (567').